



## **ASSET PROFILE**

### **Area Issue: Transportation**

The highly competitive nature of Michigan's southeastern regional job market has created a commuting workforce, making transportation paramount to employment. 83 percent of households in Cluster 8 have access to at least one vehicle, compared to 67 percent citywide (1990 Census). While the cluster as a whole has a high percentage of households with vehicles, this cluster is not homogenous in terms of resources. In certain census tracts within the cluster, households without vehicles surpasses the citywide average (refer to Occupied Housing Units without Automobile Access Map on page 88). The cluster has two major freeways, the Jeffries Fwy. (I-96) which connects the cluster to downtown and its suburban neighbors west of Detroit, and the Southfield Fwy. which runs north and south through Cluster 8. The Southfield Fwy. is a heavily traveled, limited-access expressway connecting Oakland County with Dearborn and the downriver area of metropolitan Detroit. The John C. Lodge Freeway (M-10) is also just minutes from Cluster 8.

Most of the viable job centers and commercial strips are concentrated along highly accessible, major thoroughfares adjacent to the cluster's predominantly residential neighborhoods. Among the major thoroughfares are Grand River, Eight Mile Rd., Seven Mile Rd., Six Mile Rd., Fenkell, Telegraph, Lahser, and Evergreen.

Since most residents work outside the cluster and a considerable amount lack access to a vehicle, public transit is crucial to connecting workers to jobs. The Detroit Department of Transportation (DDOT) and Southeastern Michigan Area Regional Transportation (SMART) serve this population, traveling on many of the cluster's thoroughfares connecting the city and the suburbs (see map on page 87.) DDOT has major routes that go from Cluster 8 to downtown (i.e., Fenkell and Grand River). There are several crosstown routes that travel through Cluster 8, such as the Seven Mile, Evergreen, and McNichols routes. There are DDOT/SMART transfer locations along Telegraph and along Seven Mile Rd. (refer to DDOT System Map at the end of this section). There are also several limited routes that go through the cluster such as the Eight Mile, Imperial, and Grand River Limited.

Among citywide transportation projects for 1998 are to:

- Replace up to five paratransit vehicles
- Resurface roadways as required
- Provide geometric changes and signal revisions
- Revise and connect new signals, and signal system upgrade by upgrading controllers and creating one network computer station [Transportation Improvement Program For Southeastern Michigan]



## CLUSTER

**Table 12. Annual Average Daily Traffic (AADT) Counts**

Location	AADT Count
Telegraph at Schoolcraft	70,558
Telegraph at Six Mile Road	66,601
Telegraph at Grand River	56,530
Grand River at West Outer Drive	23,829
Grand River at Evergreen	23,126
Grand River at Fenkell/Southfield	21, 877
Fenkell at Lahser	19,023

The most highly traveled routes by Annual Average Daily Traffic (AADT) count; Telegraph, Grand River, and Eight Mile Rd., are the widest streets within the cluster, with five- and six-lane roads. Grand River is one of the four radial streets within the city, originating downtown and extending northwest to Lansing. The other radial streets are Woodward, Gratiot, and Jefferson Avenue. Looking at these streets, from above they resemble spokes on a wheel. This design was inspired by the street layout of Paris, France. Telegraph, Six Mile Rd., West Outer Drive, and Eight Mile Rd. have the added benefit of safety and beautification via the islands separating traffic flow. These islands only run continuously on Telegraph and Eight Mile Rd.

While the numerous routes from the Cluster to downtown and neighboring suburbs make commuting to work or shopping convenient for many who reside within the cluster, transportation, coupled with child care, presents a challenge to Cluster residents with limited resources. The high cost of care and/or the inability to access care along job transportation routes are often deterrents to obtaining and maintaining employment. To promote dual and single working parent(s)-households and offer support to caregivers generally, a number of day-care facilities have emerged within the cluster such as Brightmoor Community Center, and the YMCA of Northwest Detroit. Brightmoor Community Center also has a transportation program. The need for more affordable, caregiving facilities and a reliable, accessible regional transit system was articulated through cluster recommendations. The need for a reliable, accessible regional transit system becomes more apparent with SEMCOG's employment forecast for the next 13 years, in Detroit, Wayne County excluding Detroit, and Oakland County.



**Table 13. 2020 Regional Development Forecast,  
SEMCOG '94  
Detroit**

	YR 2000	YR 2005	YR 2010
Total Employment	368,879	357,343	348,206
Agr. Min. Nat. Res.	2,236	2,253	2,291
Manufacturing	50,595	48,233	46,380
Trans., Comm. & Util.	24,513	22,916	22,179
Wholesale Trade	17,663	16,663	15,729
Retail Trade	42,660	40,603	38,995
Fire Ins. & Real Estate	22,302	19,167	17,889
Services	186,799	185,814	183,115
Public Adm.	22,111	21,694	21,628

**Wayne County (except Detroit)**

	YR 2000	YR 2005	YR 2010
Total Employment	630,750	657,675	668,029
Agr. Min. Nat. Res.	5,997	6,229	6,443
Manufacturing	136,431	133,910	130,630
Trans., Comm. & Util.	37,811	39,865	41,359
Wholesale Trade	35,361	39,084	42,166
Retail Trade	129,816	134,517	135,707
Fire Ins. & Real Estate	40,032	42,750	45,083
Services	232,626	248,308	253,409
Public Adm.	12,665	13,012	13,231

**Oakland County**

	YR 2000	YR 2005	YR 2010
Total Employment	806,126	856,189	883,393
Agr. Min. Nat. Res.	8,8931	8,983	9,241
Manufacturing	116,201	120,613	122,512
Trans., Comm. & Util.	30,025	31,818	32,562
Wholesale Trade	51,454	54,920	56,905
Retail Trade	144,912	153,806	156,589
Fire Ins. & Real Estate	88,892	94,505	100,398
Services	353,750	378,829	391,901
Public Adm.	12,061	12,715	13,285



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